

Rainy-Day News!

Keep-Dry Coats for Men and Women

This is our clearance time—best time of the year to buy clothes—best time to buy raincoats also.

Men's Good Raincoats at \$4.90, are to be found in our downstairs section; fine strong double-texture coats in tan and olive shades; thoroughly proofed against wet; button-to-throat protection; remarkable coats for \$4.90. See them.

Many Fine Raincoats at \$10.90! Coats of grades—\$15 and some \$18 coats, be stinkies of the better texture garments, and also fine worsted coats cravenetted with practically no wearing out to them. If you want an extra good raincoat, see these at \$10.90, by all means.

Women's Raincoats, Special at \$4.85. This is a clearance of single and double-texture raincoats from lines that have been priced much more. Tan and olive shades, in serviceable styles women like to wear, for women who will buy now.

Rubbers for women—rubbers that fit and give good service—75c.

Men's rubbers with extra good rubber stock in them—including favorite Riverstock kind—\$1.00 a pair. High-cut or low-cut styles in all sizes, all ready for the man in a hurry. Umbrellas—good kinds—\$1.00 up.

MEIGS & CO.

INCORPORATED
OUTFITTERS TO MEN WOMEN & CHILDREN
BRIDGEPORT, CONN.

NOTABLES ADDRESS
MANUFACTURERS IN
BEST BANQUET EVER

Stratfield Is Scene of Brilliant Feast With Many Distinguished Guests

With wisdom and wine marked the fifteenth annual banquet of the Manufacturers' association of Bridgeport last night at the Stratfield hotel. The attendance of all three made it the largest occasion the manufacturers have ever enjoyed at home.

Howard Elliott, president of the New Haven railroad, Professor Jay Williams, Hartford, Ph. D. of the University of Missouri, Dr. W. W. Giles of East Orange, N. J., and Lieut. Gov. Wilson were among the notable guests. Members from Bridgeport associations around the table attended.

Dr. Giles was the attraction of the evening. He is a member of the clergy, but did not foster him as a religious figure in an up-to-date airing his talk. His toast was "Personally, the Business Man's Greatest Asset," and after a round of extremely witty stories he gave the business men pointers on choosing their men. His distinction between the types of men were interesting.

Prof. Hudson spoke on "The New Internationalism." He pointed out the way to international government and international peace.

Lieut. Gov. Wilson spoke briefly, welcoming the guests to the city. L. B. Curtis was toastmaster.

FRENCH BUSINESS
NEARING NORMAL

Paris, Feb. 25.—Investigations made by Minister of Labor Martin show that the activity of French industries and commerce has recovered to a large extent since the first month of the war. The number of employees now is only 20 per cent. less than normal. Figures obtained from 31,000 establishments employed in the agriculture more than one million people show that about half of them were closed temporarily by the mobilization order and that they lost about two-thirds of their workmen at that time.

Since mobilization was completed, the number of factories open has increased 45 per cent. and the number of workers 33 per cent. Many establishments which were running only two or three days a week in August now are operating normally and some of them even on an overtime basis. Plants most active are those producing articles needed for carrying on the war.

Workers in the textile, leather and metal trades have more than doubled while those making clothing have increased 50 per cent. and chemicals 75 per cent.

SICK CHILDREN
LOVE CASCARETS
FOR THE BOWELS

Give "Candy Cathartic" for a bad cold, sour stomach, constipation.

Get a 10-cent box now. Most of the ills of childhood are caused by a sour, disordered stomach, sluggish liver and constipated bowels. They catch cold easily, become cross, listless, irritable, feverish, restless, tongue coated, don't eat or sleep well and need gentle cleansing of the bowels—but don't try to force a laxative dose of oil into the little one's already sick stomach—it is cruel, needless and old-fashioned.

Any child will gladly take Cascarets Candy Cathartic which acts gently never gripe or produce the slightest uneasiness. It cleans the little one's system, sweetens the stomach and puts the liver and bowels in a pure, healthy condition.

Full directions for children and grown-ups in each package.

Mothers can rest easy after giving the gentle, thorough laxative which costs only 10 cents a box at any drug store.—Adv.

Farmer Want Ads. One Cent a Word.

DR. DONNELLY, OF
U. S. RED CROSS,
IS DEAD IN SERBIA

Paris, Feb. 25.—Dr. James F. Donnelly, of the American Red Cross Mission sent to Serbia, died at Nish, says a despatch to the Havas Agency from Saloniki. The body will be sent to the United States by way of Saloniki.

Dr. Donnelly, who was a resident of New York and a graduate of the University of Louisville, went to Serbia late in November with five other doctors and 15 nurses sent by the American Red Cross.

OFFICIALS HOPEFUL
FOR PLAN TO SAVE
U. S. MERCHANT SHIPS

Washington, Feb. 25.—Increasing interest is being manifested in official and diplomatic quarters here in the outcome of the negotiations on the part of the Washington government with the British and German governments with a view to ending the danger to American shipping in the retaliatory measures of the European belligerents towards each other. The United States, through its latest proposals, seeks to secure the elimination of its naval war zone and the adoption by the belligerents of a definite policy regarding food shipments to civilian populations.

Officials here are said to be somewhat encouraged over the manner in which the proposals have been received by the British government which has submitted them to her allies, France and Russia. Unofficial sources suggest Germany as inclined to accept the proposals.

ANTI-RUSSIAN PERSIANS
GET PLACES IN CABINET

London, Feb. 25.—A Central News despatch from Constantinople by way of Amsterdam says it is learned from Teleran that the position of minister of the interior and minister of justice in the cabinet have been filled by Persians of anti-Russian sentiment and that another anti-Russian will become minister of foreign affairs.

SMALL EMPLOYER
RETAINS COMMON
LAW DEFENCES

Through an erroneous report of the supreme court, decision in the compensation case of Bayon vs. Beckley, confusion has arisen, again as to the effect of the law on the common law defence of the employer of less than five.

Members of the supreme court have not been construed as depriving the "small employer of such defence. The court has ruled that employers are liable to suit if they do not comply with the provisions of the act.

The employer of less than five retains, under the compensation law, the three common law defenses.

BAN ON ABSINTHE.

Geneva, Feb. 25.—The military governor of Strassburg, capital of Alsace-Lorraine, has prohibited the sale or consumption of absinthe. Persons who violate the order will be punished by a year's imprisonment.

TRADE COMMISSIONERS' NAMES IN SENATE.

Washington, Feb. 25.—Consideration of the qualifications of President Wilson's nominees for the new federal trade commission was begun today by a committee of the senate interstate commerce commission.

FAIRFIELD

A meeting of the Fairfield School board will take place Tuesday evening for further discussion of the proposition to establish a kindergarten school. Through various civic movements, \$400 has been raised for equipment of a room. The town has set aside \$500, and the meeting Tuesday will be to discuss ways and means of providing a teacher.

The Women's Home Missionary Society of the Congregational church will meet to-morrow afternoon.

Mrs. Henry Bradley of Greenfield Hill has returned from New York where she has spent most of the winter.

MAX COHEN QUILTS
AS AUTO CLERK

Resignation Accepted By Secretary Burnes—Letters Which Passed

The letters which passed between Max Cohen, the holdover chief clerk of the automobile department in the office of the secretary of the state and his new chief, Secretary Charles D. Burnes, are printed below. Mr. Cohen has resigned from the service of the state and will enter the auto sales business.

Hon. Charles D. Burnes,
Secretary of State,
Hartford, Conn.

My Dear Sir:—
I herewith respectfully tender my resignation as chief clerk of the motor vehicle department to take effect March 1, 1915. I wish at this time to extend my sincere thanks for the cordial relations that have existed and the courtesies extended to me by you as secretary of state.

Assuring you of my appreciation and trusting that your administration will be a successful one, which I in all confidence believe it will be, and with best wishes, I am,

Respectfully yours,
MAX COHEN,
Chief Clerk of Motor Vehicle Department.

Mr. Max Cohen,
Chief Clerk, Automobile Department.

My Dear Mr. Cohen:—
I have yours of February 24, tendering your resignation as chief clerk of the automobile department to take effect March 1, and I herewith accept the same.

I appreciate your sentiments as to the cordial relations which have existed between us, and I want to express the hope that the new business opportunity which I understand has opened to you, will be as successful as you could wish.

Truly yours,
CHARLES D. BURNES,
Secretary.

SECOND LENTEN ORGAN
RECITAL WILL BE GIVEN
AT ST. JOHN'S TO-NIGHT

Alvin C. Breul will give the second of his series of free Lenten organ recitals in St. John's Episcopal church this evening at 8:00 o'clock. Mr. Breul will be assisted by Ellis Lundberg, organist.

Songs in C minor, F major, A-flat major, Fugue—Gulimant.
Death of Ase—Grieg.
In the morning—Grieg.
It is enough (Elijah)—Mendelssohn by Mr. Lundberg.
Gavotte Moderne—Lemare.
Berceuse—Bjork.
Consider and Hear Me—Wooler—by Mr. Lundberg.
Trauermarsch—Schumann.
Festival March—Foot.

OLIVET MEN'S CLUB
CONCERT FILLS CHURCH

The concert given by the Yale Glee club at Olivet church last night drew an audience which filled the edifice to its capacity. The concert was under the auspices of the Men's league of the church. The Glee club sang many famous Yale songs. The Symphonic String Quartet, Fred Ambrose, Joseph Meyers, Charles Axman and Clarence Anderson, contributed to the program. J. Francis Quinn was accompanist. Charles Dickerson gave a monologue and Charles Hatheway of Yale and Miss Elsie B. Lovell of New York sang solos. Miss Lovell is one of the quartette in the church which the Rev. George O. Tamblin had in New York city.

At the annual meeting of the stockholders of the Standard Oil of California in San Francisco, directors were re-elected.

Duffy's Claims
Are True

MR. WM. ANDERSON, SR.

About a year ago this gentleman said: "I was ill for some time and thought I never could be helped. I can truthfully say Duffy's Pure Malt Whiskey has done me a lot of good—more good than any medicine I ever tried before. It is surely a medicinal whiskey and worthy of all that you claim it to be." He is even more enthusiastic over Duffy's good qualities today. In a recent letter he said: "I am still using Duffy's; my health has improved and I have gained 15 pounds. I appreciate Duffy's Pure Malt Whiskey. I have used it since I started to use it."—Wm. Anderson, Sr., 283 Prospect St., Perth Amboy, N. J.

Duffy's Pure
Malt Whiskey

is made for use in the home, hospital and sick room—free from the harmful elements of the ordinary beverage whiskey. It can be depended upon for relief in stomach troubles, coughs and colds. It strengthens and stimulates. Don't say "Perhaps I shall feel better tomorrow."

"Get Duffy's and Keep Well" today at most drug-gists, grocers and dealers. If they can't supply you, write us. Medical booklet free.

The Duffy Malt Whiskey Co., Rochester, N. Y.

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of certain lines at a reduction of one dollar on each pair to close broken lots

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For fashionable boots of different makes and prices to finish odd lines

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Automobile News

Proposed Auto Laws.

The State Library, which is receiving copies of bills from other states, has already a number relating to motor vehicles. Massachusetts has this under consideration: "No person shall operate a motor vehicle on any way inside the thickly settled or business portion of any town at a rate of speed exceeding that allowed for the operation of street railway cars, and the rules regulating the operation of street cars within the aforesaid parts of cities and towns shall apply to motor vehicles."

New York is evidently endeavoring to amend radically its motor vehicle law on public roads and highways, provides that no one shall drive or operate a motor vehicle who is under 18 years of age, a change which cuts from the existing law the words "not accompanied by a licensed chauffeur or the owner of the car." It also provides that any person operating a car shall, while so doing, wear a badge. Hereafter the badge, furnished by the state along with the registry plate, was only required to be worn by chauffeurs.

Pennsylvania has the following bill under consideration by the committee on public roads and highways: "That no license to operate a motor vehicle shall be issued unless the applicant is accompanied by a certificate from a physician licensed to practice medicine in Pennsylvania, that he has examined the applicant and that the eyesight of the applicant is normal, or that any abnormality or weakness is corrected by the use of eyeglasses or spectacles, and that the applicant has no physical or mental defect that might impair the ability of the applicant to operate a vehicle without danger to the public."

The legislature of the state of "Rhode Island and Providence Plantations" has a measure providing that "as no highway motor vehicle operated within the fifteen-mile speed limit radius shall be so dimmed or covered that the glaring effect of said headlights shall be done away with, and that no such vehicle shall be provided with a lock, key or other device to prevent said vehicle from being set in motion, and no person shall allow any such vehicle needed by him to stand unattended in any street, road, avenue, alley, highway, park, parkway or other public place without first locking or making fast the vehicle as above provided." The bill further prohibits the use of chains, except on certain types of highway construction, save when the roads are in an icy or slippery condition.

South Dakota has a bill regarding the safety of the public rather than of the automobilist. In passing trolley cars the operators of motor vehicles must slow down, and, when coming to a full stop. When approaching a pedestrian upon any part of a highway other than the sidewalk, the operator must slow down and give a warning signal with bell or horn. When following another vehicle, a motor vehicle shall not approach nearer than seventy-five feet while running at full speed, nor nearer than twenty-five feet when running at any speed, save when the driver proposes to pass the vehicle ahead of him by turning to the right.

Boosting a Motor.
Pieric acid and various other substances have been found to increase the rate of the explosion and in this way an increase of power results but the gain is not great. The use of these substances has been forbidden by the A. A. A. and some of the motor races have been won with their aid; gasoline alone has supplied the energy.

It is inadvisable to use any of these substances as an increased strain put on the parts and certain chemicals in these substances produce corrosion.

If you must have increased power to win a hill-climb, the best remedy would be to use oxygen. Procure a tank and run a pipe to a hole in the intake manifold. Adjust your carburetor so that two mixtures can be obtained, one with throttle only partly opened for slow driving and the other with throttle wide open for racing or hill-climbing. Make the least adjustment to the carburetor, then make combustion perfect by opening the oxygen valve of the tank. Care must be taken not to increase the power development too much, as it is easily possible to blow the motor to pieces. Pure oxygen will give five times the power that air will and therefore the pressures developed are about five times as great so that it is seen that it is easily possible to have an explosion.—Motor Print.

Aid in Steering.
There is some play in the steering apparatus of an automobile even when new, and as the parts are used and become worn at the connections, the amount of play is not objectionable, but just a little too much offers great inconveniences.

After our car became badly worn we found a cheap means of reducing the appreciable play besides offering protection in another way, says a writer in an automobile paper. Four small coil springs, such as are used to attach to screen doors, about eight inches long, were procured. To increase their strength, these were used in pairs, one pair to each side of the machine, in this manner: At a point directly beneath the center of the radiator, one end of all the springs was attached. From this point two of the springs were stretched across to the rear end of the projecting arm of the right front wheel spindle. The other pair were attached similarly to the arm on the left side. The ends were attached to their respective points by means of wires.

With this arrangement, there was a perpetual tension on the spindle arms tending to keep them tight against the steering rods. This tension was lowest when the car was running straight ahead and increased as the wheels were swung to either side, as this would slacken up one set of springs and increase the stretch on the other set. Thus, when there was steering to be done and the need for close connection the greatest, the tension was likewise greatest, keeping a steady pull in the same direction on the steering wheel.

You have the satisfaction of having the wheels stay right when you hold on tight. When running on a straight attack there is no pull whatever on the steering wheel, as the tension of each set of springs is equal. The protection it offers is this: If something should happen to the steering rods while running on a straight road, the springs will hold the wheels straight ahead and one will have time to shut down before something happens.

Hushing the Gears.

A quiet change can be made by

first disengaging low gear and holding the gears in neutral until friction has slowed the countershaft and the clutch down enough so that the speed of the teeth on the two intermediate gears are the same. If the clutch brake is fitted, the period of waiting is reduced as the brake aids in slowing down the shaft. The type of clutch and the size of gears influence the time of waiting to some extent. For instance, it will take a cone clutch with a large radius from the center of the shaft a much longer time to slow down than a light disk clutch with a small radius.

The shift to high gear is made to second. On some cars a better shift can be made by only pushing the clutch pedal out half way when high is to be engaged. Under ordinary circumstances it is not necessary to accelerate to more than 10 miles per hour before shifting to high gear. There certainly is no necessity for speeding the car up to 20 miles or more, as a great many do unless the start is made on a hill or a very rapid acceleration is desired.

There is a possibility in making a silent shift that one will wait too long with the result that the gear will be missed, that is, the speed of the countershaft, gear will drop to less than that of the main-shaft gear, and it becomes very difficult or impossible to mesh the gear. In this case, the ordinary method is to engage low gear and shift again. However, it is not necessary to go to all this trouble. Merely bring the gear lever to neutral, engage the clutch, and then accelerate the motor to bring the speed of the countershaft high enough so that the intermediate gear on this shaft is moving faster than the one on the main shaft. Then disengage the clutch and shift.

In changing from a higher gear to a lower, it is more difficult to make the change silently. The ordinary method, which makes more or less noise depending on what the relative gear speeds happen to be, the amount of friction, and the size of the rotating masses, is to shift the gears as quickly as possible. Little momentum is lost by this practice, which is important on a hill, but the shift is very liable to be noisy.

A quiet shift may be accomplished only by taking proper steps to bring the lower gear, when the change is made, to the same speed. One way of doing this is to hold down the accelerator pedal and then release the clutch only enough to allow the motor to accelerate to the speed required by the lower gear, when the change is made. The gear lever may be brought to neutral without disengaging the clutch by closing the throttle for an instant and shifting at the instant that no power is being transmitted.

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